

BookletChart™



Approaches to Penobscot Bay

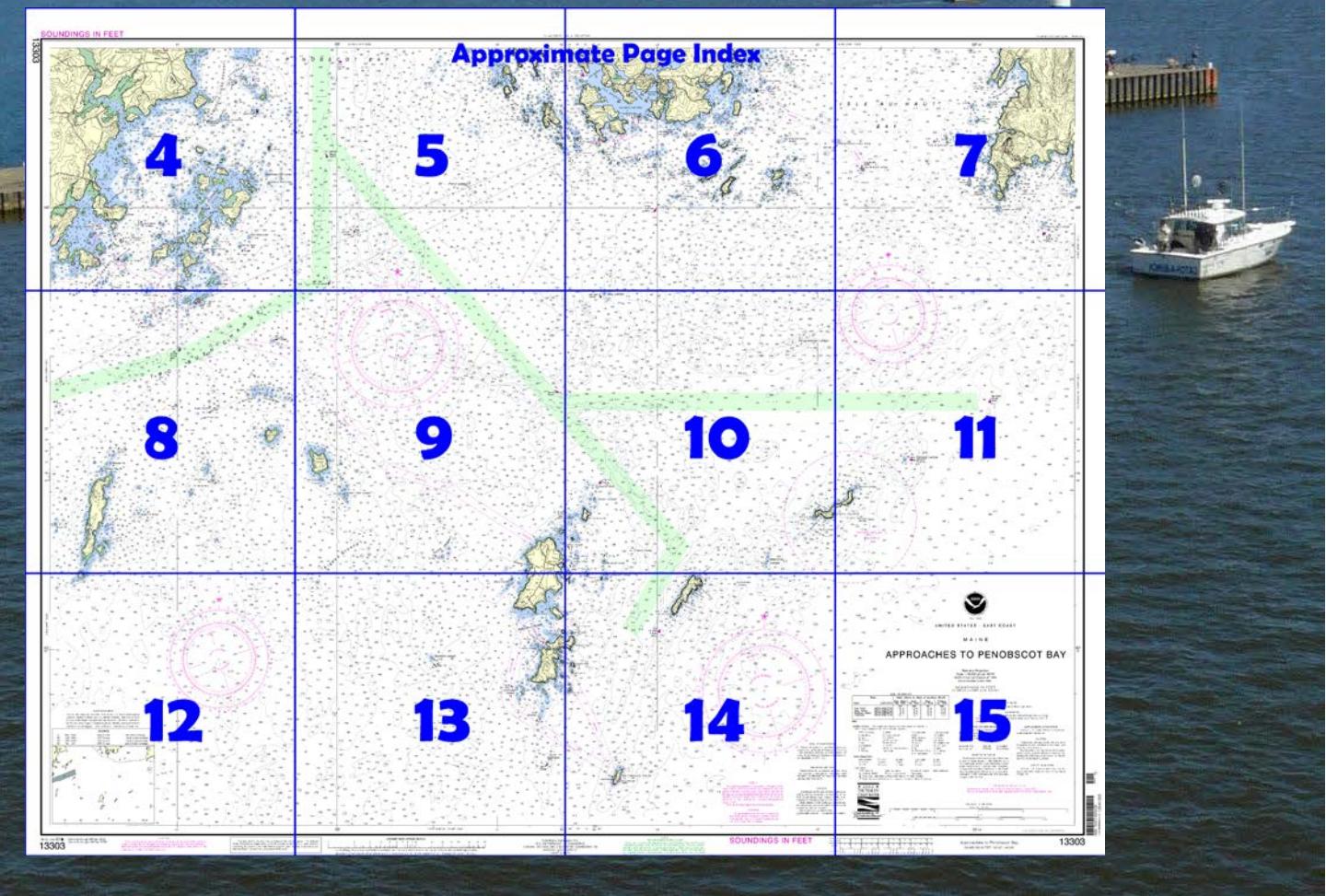
NOAA Chart 13303

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

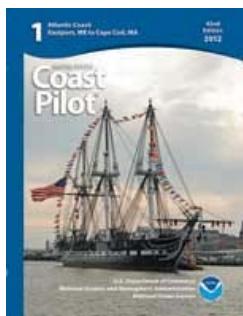
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=133_03.



(Selected Excerpts from Coast Pilot)

The eastern entrance to Eggemoggin Reach is well marked by **Devils Head** (44°13.3'N., 68°32.8'W.), a prominent, high, rock bluff on the south end of **Hog Island**, 2.8 miles west of Pond Island. Off the western entrance are **Head of the Cape** at the southwest extremity of **Cape Rosier**, high and thickly wooded; a light on Green Ledge, 1.3 miles south of Head of the Cape; and an abandoned lighthouse tower on **Pumpkin Island**, 3.6 miles east of

Head of the Cape.

Penobscot Bay Recommended Vessel Route.—The U.S. Coast Guard Captain of the Port, Sector Northern New England, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a

Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.

Recommended minimum under-keel clearances for Penobscot Bay and River have also been established by the aforementioned group, in order to prevent groundings and to promote safety and environmental security of the waterway resources of Penobscot Bay and River. The group recommends that all entities responsible for safe movement of vessels in and through the waters of Penobscot Bay and River operate vessels in such a manner as to maintain a minimum under-keel clearance of 3 feet between the deepest draft of the vessel and the channel bottom when transiting Penobscot Bay and outer Penobscot River, south of Turtle Head on Islesboro island, and 2 feet when transiting Penobscot River north of Turtle Head, and a minimum under-keel clearance of 1 foot at all berthing areas.

Pilotage, Penobscot Bay and River.—Pilotage is compulsory for all foreign vessels, and for U.S. vessels under register in the foreign trade, with a draft of 9 feet or more, entering or departing from any port or harbor within the waters of Penobscot Bay and Penobscot River north of a line drawn from Marshall Point Light at Port Clyde, thence to Matinicus Rock Light, and thence to Western Head, Isle au Haut. (See Coast Pilot for further discussion.)

Security Broadcast System, Penobscot Bay.—Penobscot Bay and approaches have an established security communication system in which pilots, masters, and mates of deep-draft commercial vessels utilize VHF-FM channels 13 and 16 for security calls when proceeding between the pilot pickup stations and dock or anchorages at the north end of the bay and river.

Dangers.—Seal Island, the easternmost of the islands off Penobscot Bay, is bare, rocky, and 1 mile long. **Eastern Ledge**, awash at low water on which the sea usually breaks, extends 350 yards off the east end of the island. **Three Fathom Ledge**, 1.4 miles east-northeast of Seal Island, has been cleared to 16 feet. **Gully Ledge**, covered 24 feet, is about 650 yards south of Western Head, the westernmost point of the island.

Channels.—There are four channels in the approaches to Carvers Harbor. The entrance from southwestward is between Heron Neck Ledge and James and Willies Ledge; from the northwestward through The Reach; from the eastward through the channel between Vinalhaven Island and the islands and ledges south of it; and from the southward west of Colt Ledge and between Arey Ledges and The Breakers. The controlling depth in the entrance channel is 19 feet between Potato Island and **Dodge Point** on the north side of the entrance to the harbor.

Anchorage.—The best anchorage for small craft is reported to be on the east and southeast side of Carvers Harbor; the western side is principally used by commercial craft and fishermen. In October 2003, the harbor had depths of about 11 feet in the center, about 8 to 10 feet along the north and south sides, and about 5.8 feet in the access channel leading to a basin off the town landing at the head; depths of about 1.8 to 5.4 feet were available in the basin.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

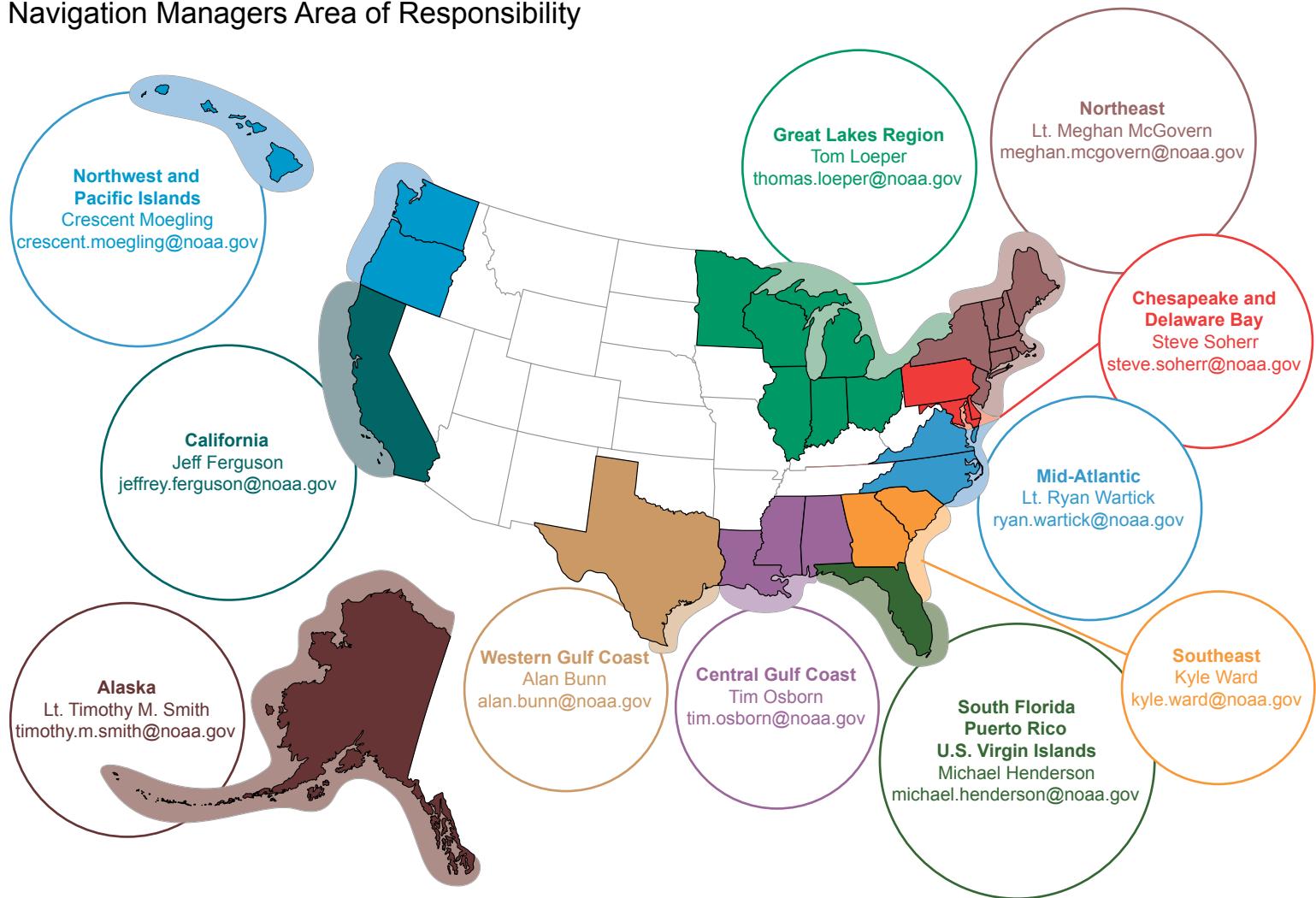
RCC Boston

Commander

1st CG District
Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

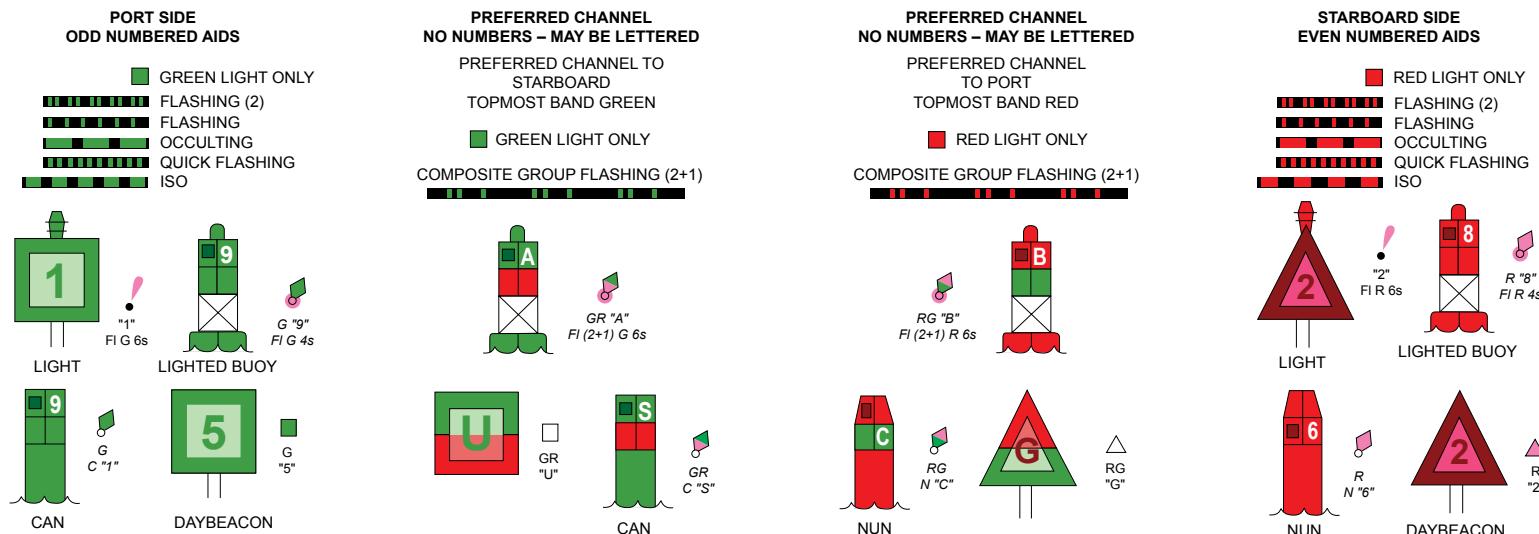
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

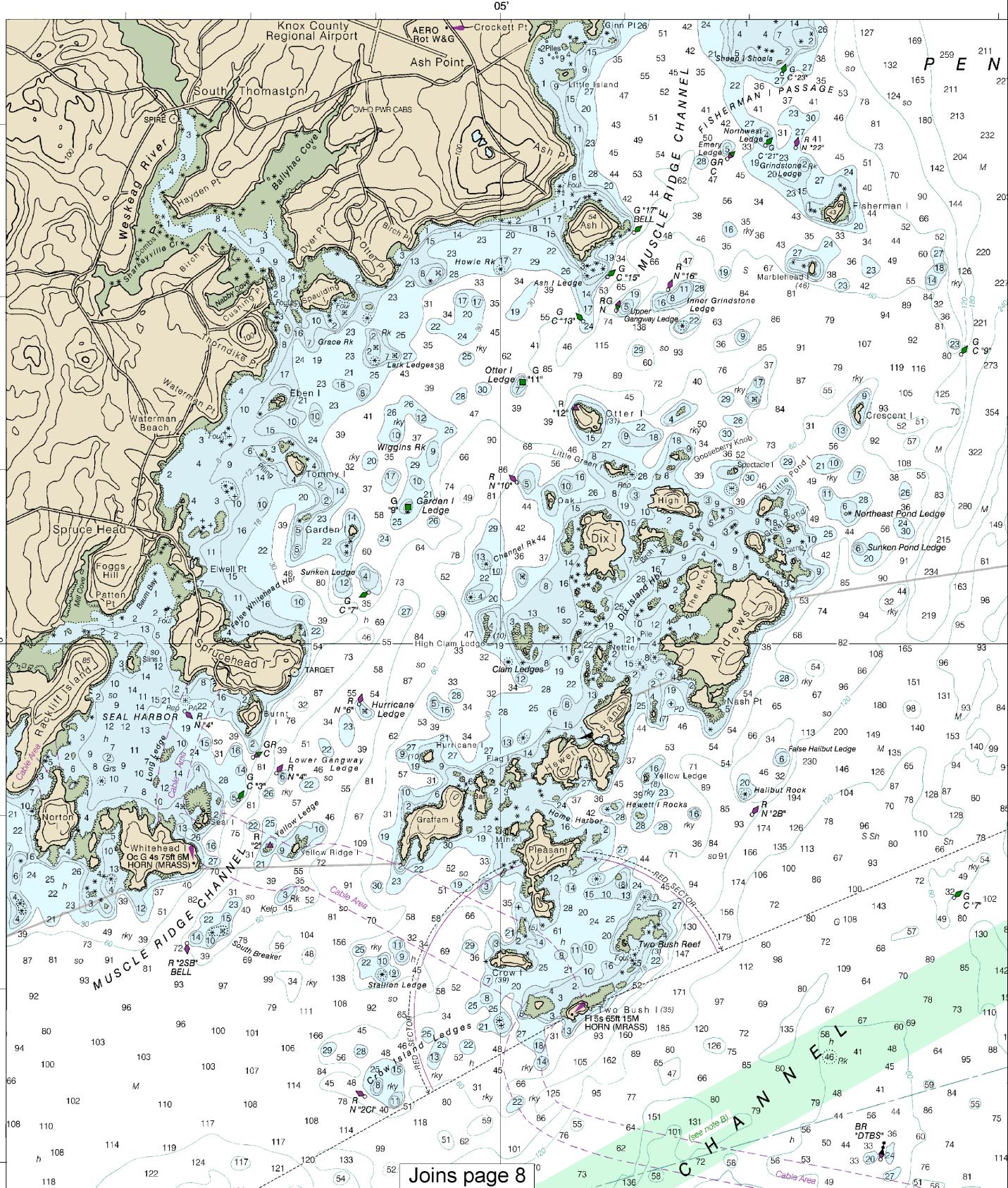
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

13303



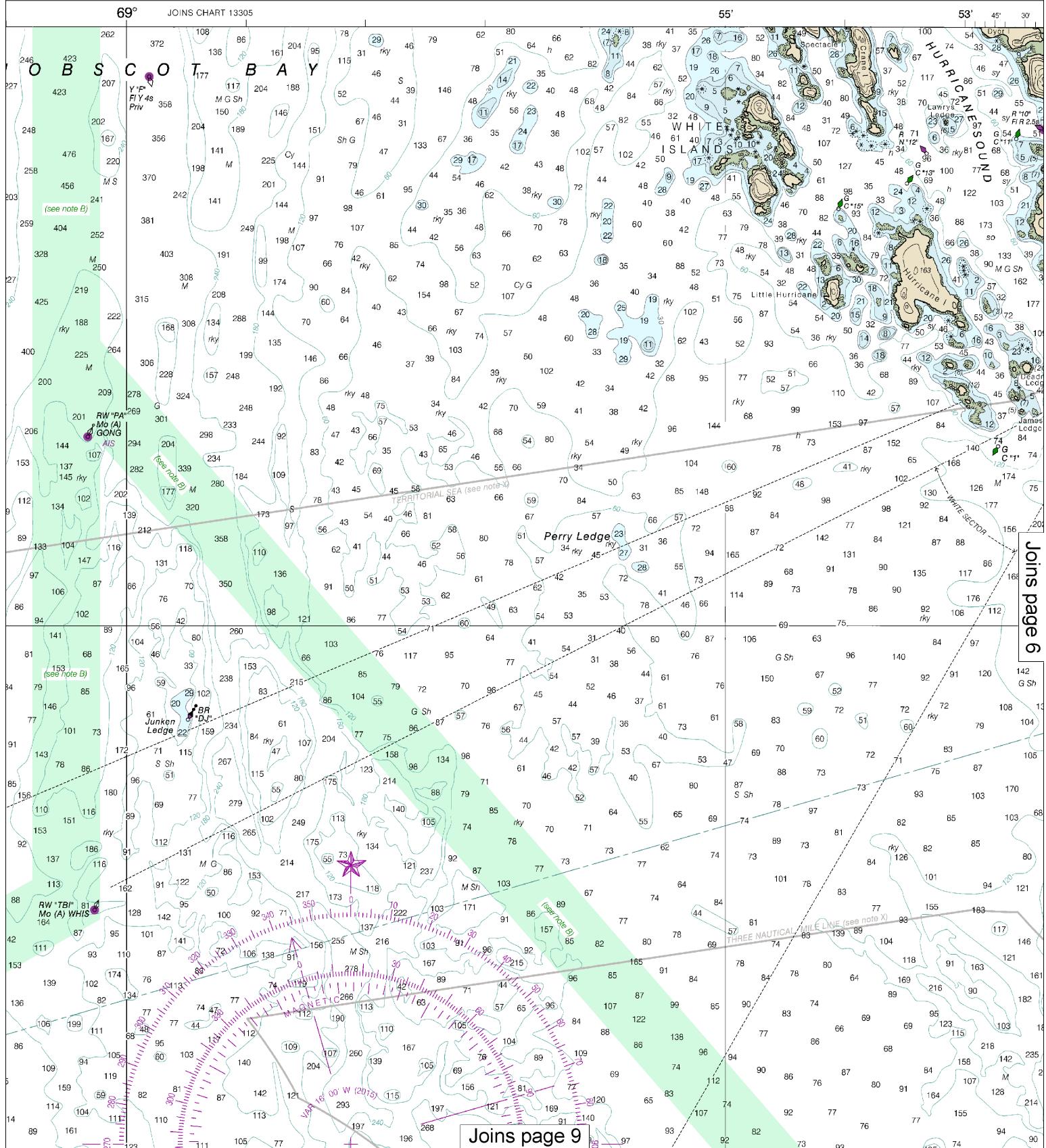
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

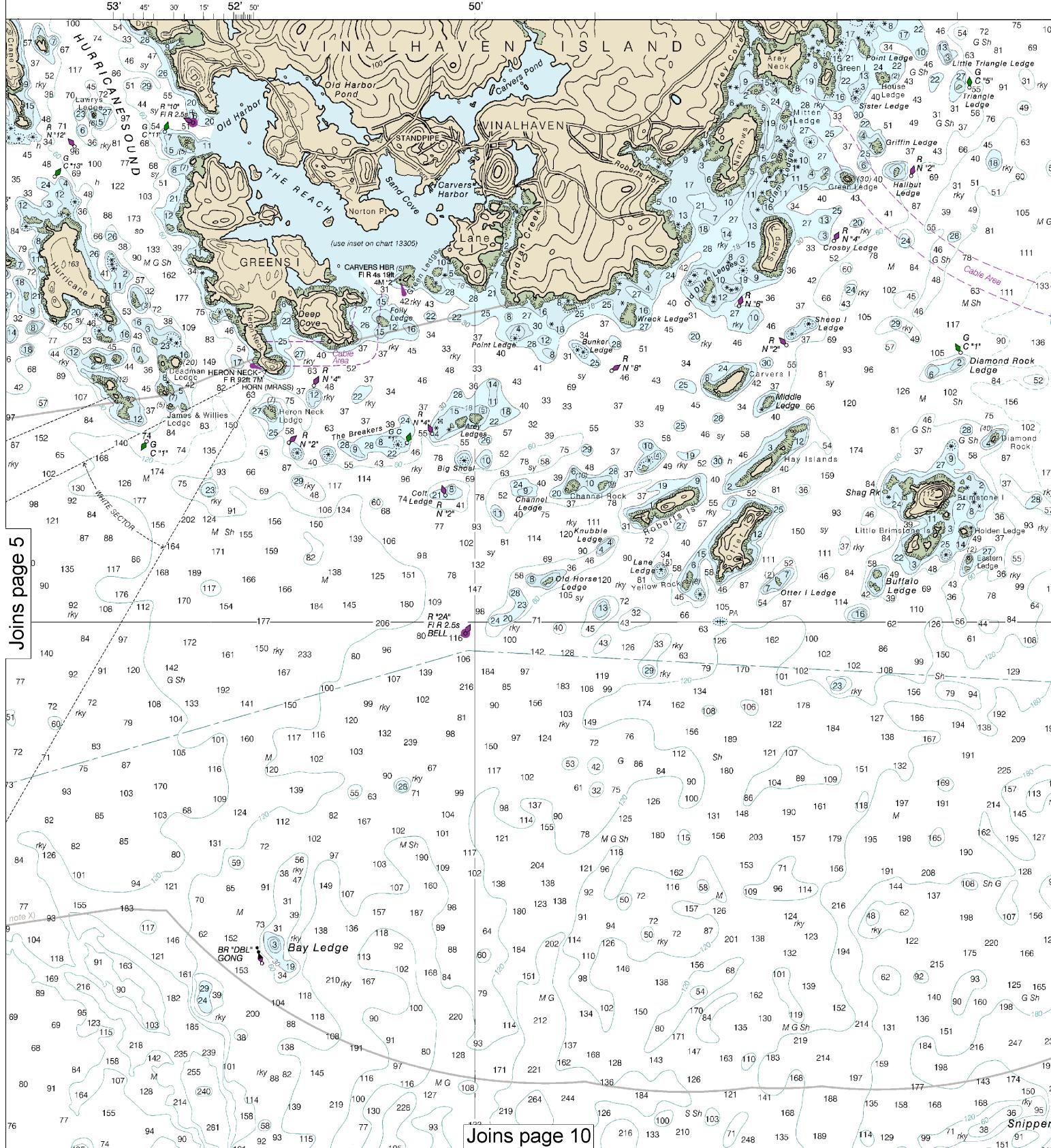
4



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57142. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5



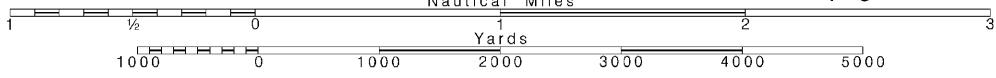
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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

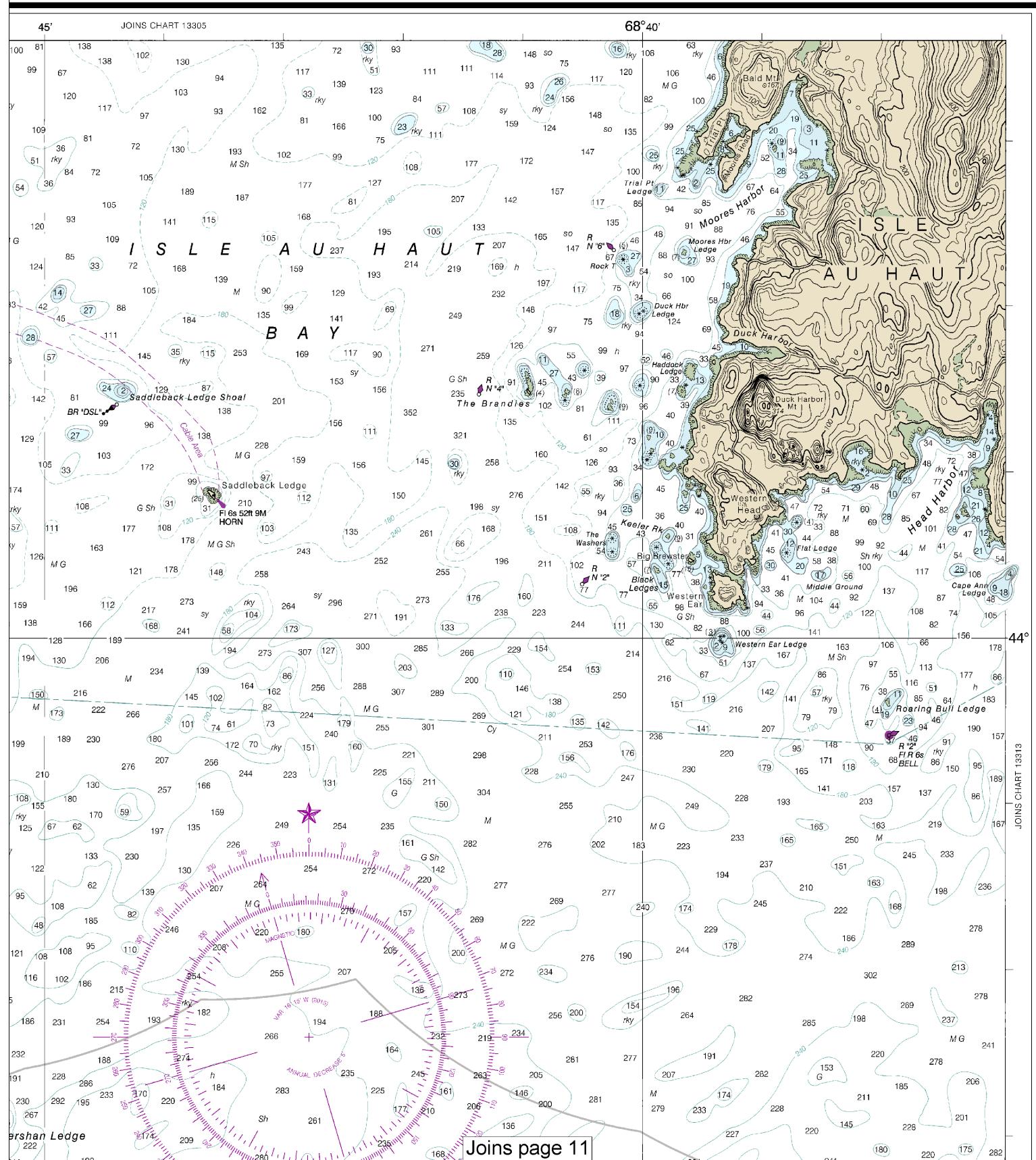
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SCALE 1:40,000
Nautical Miles

0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

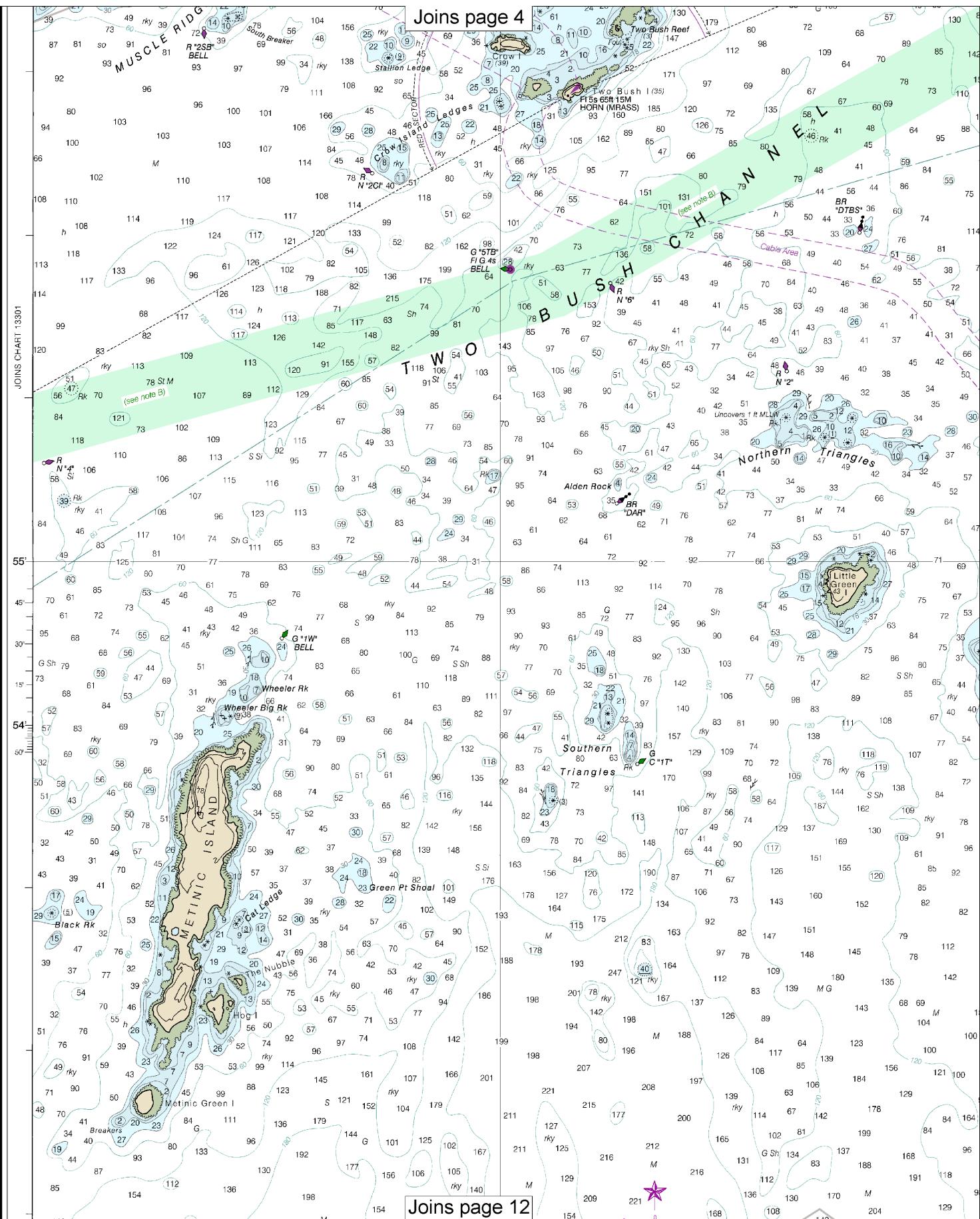


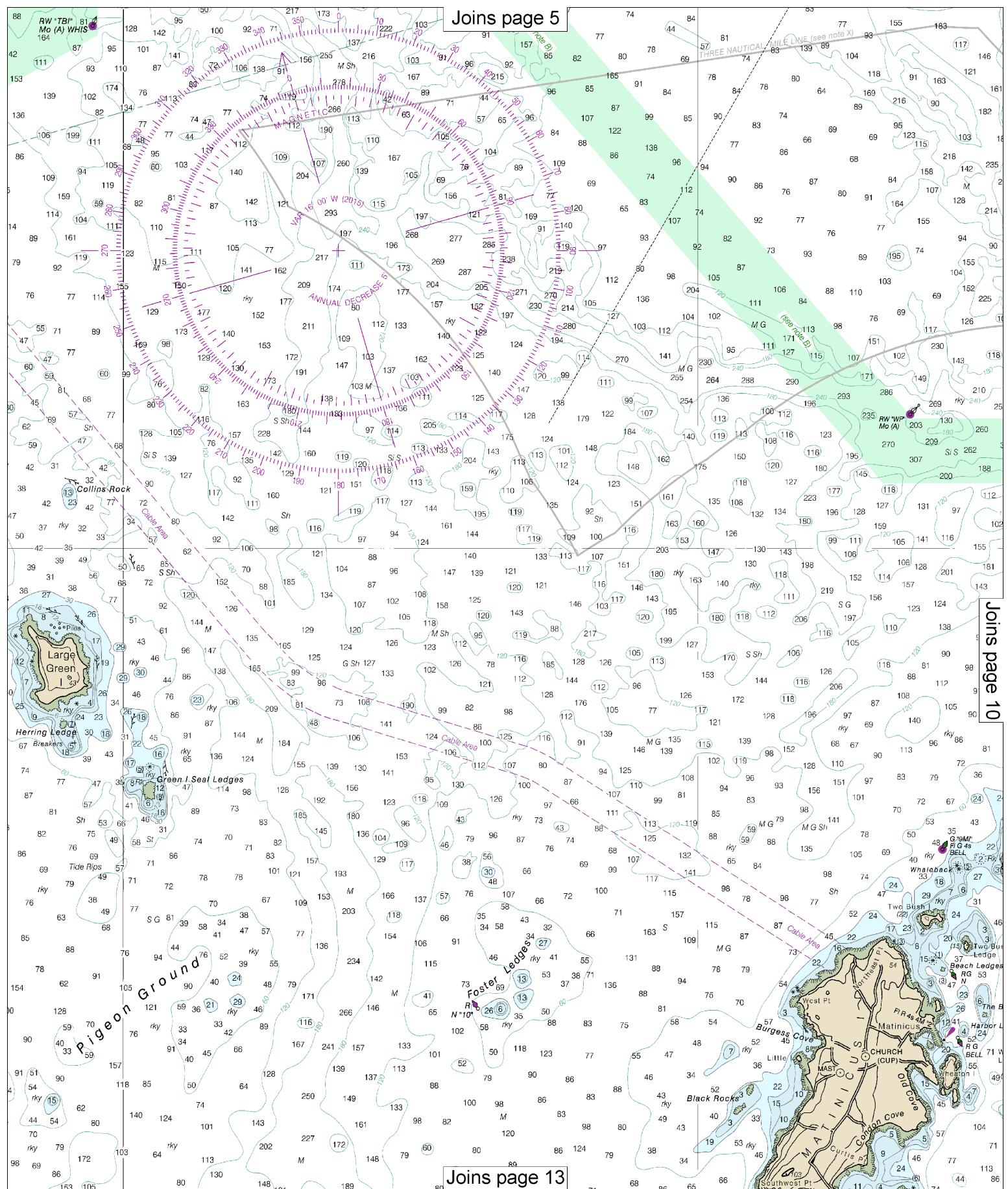
Last Correction: 5/17/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

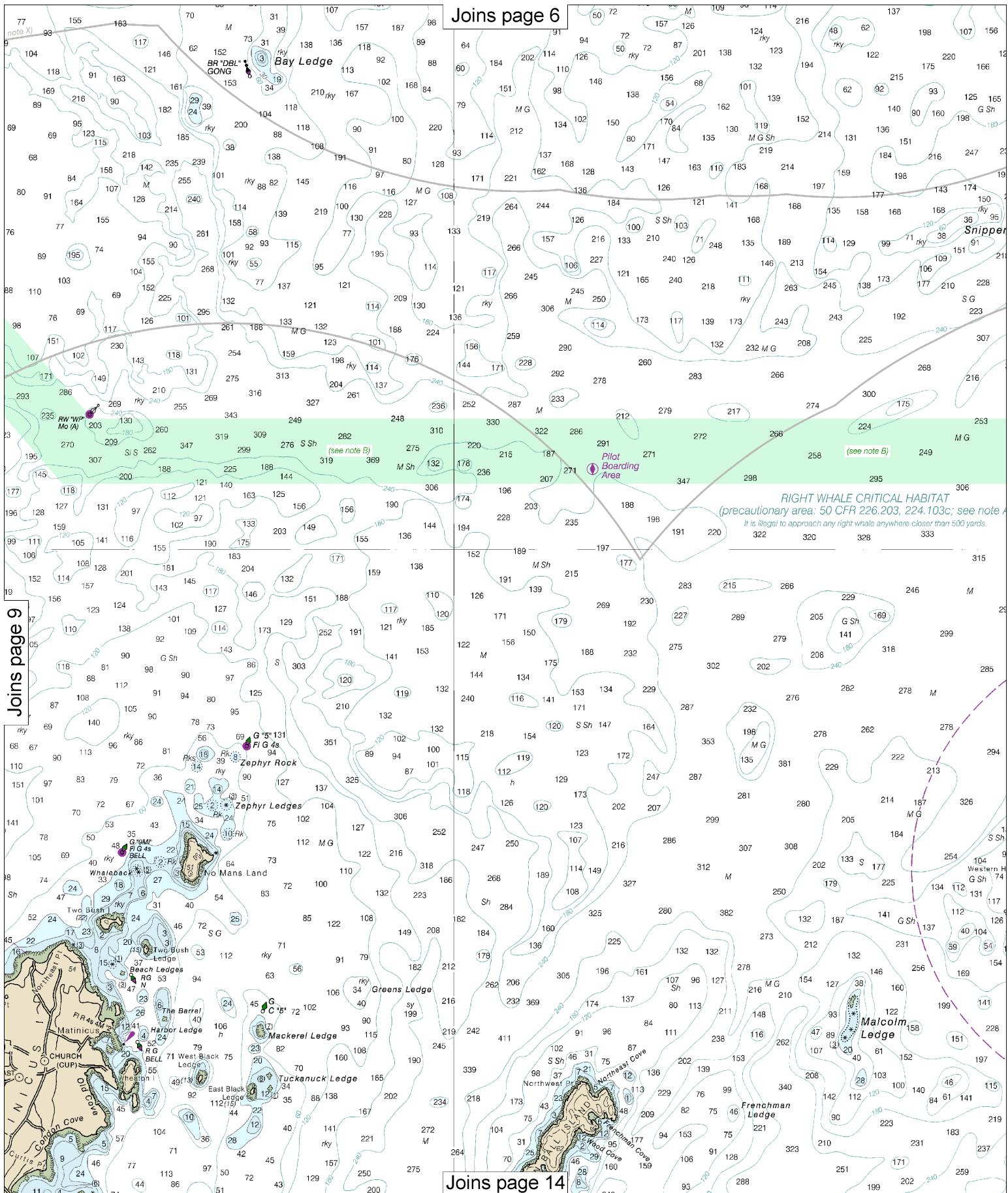
JOINS CHART 13301

Joins page 4

Joins page 12







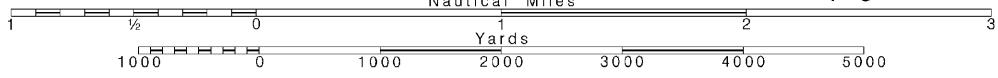
10

Note: Chart grid lines are aligned with true north.

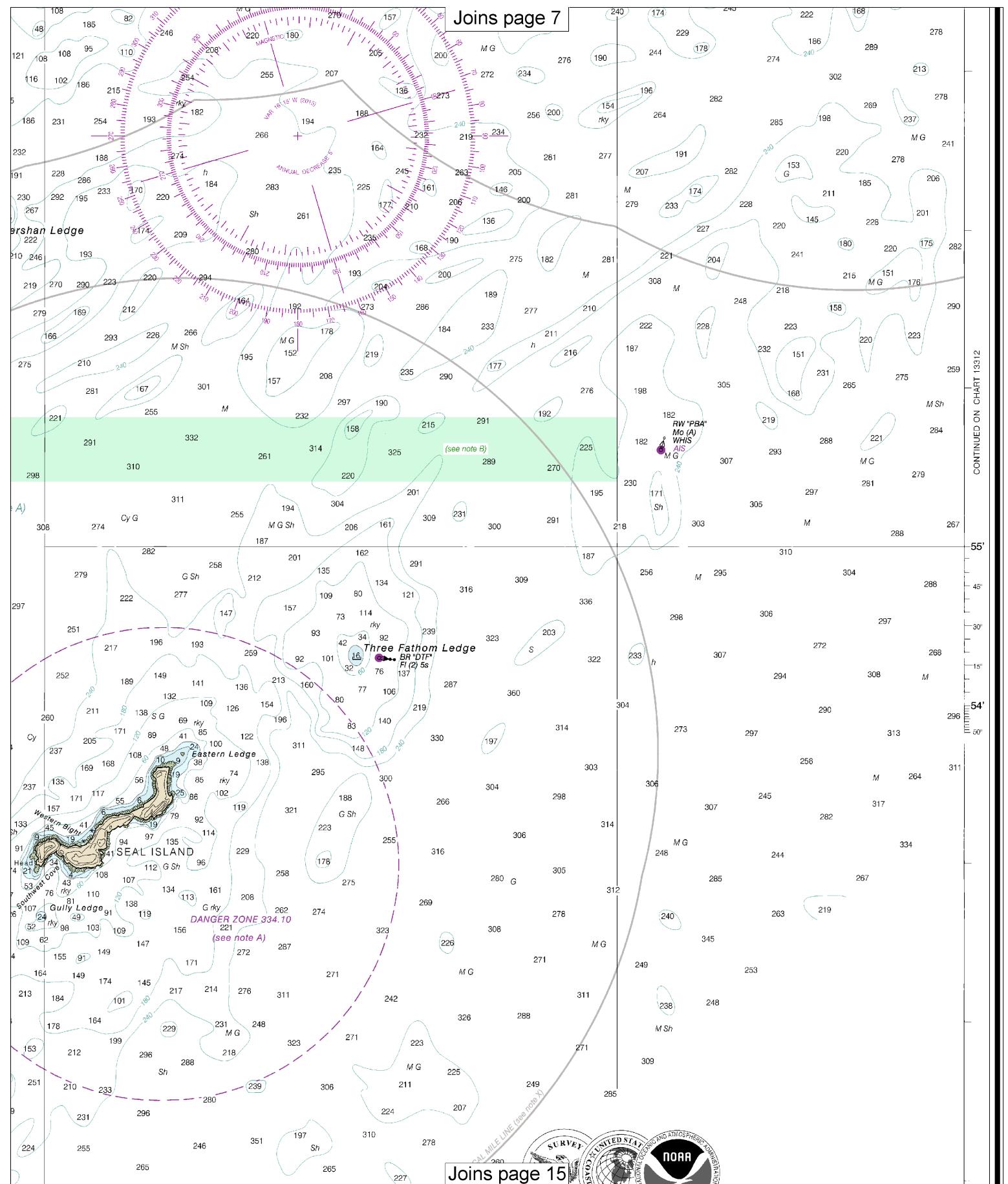
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

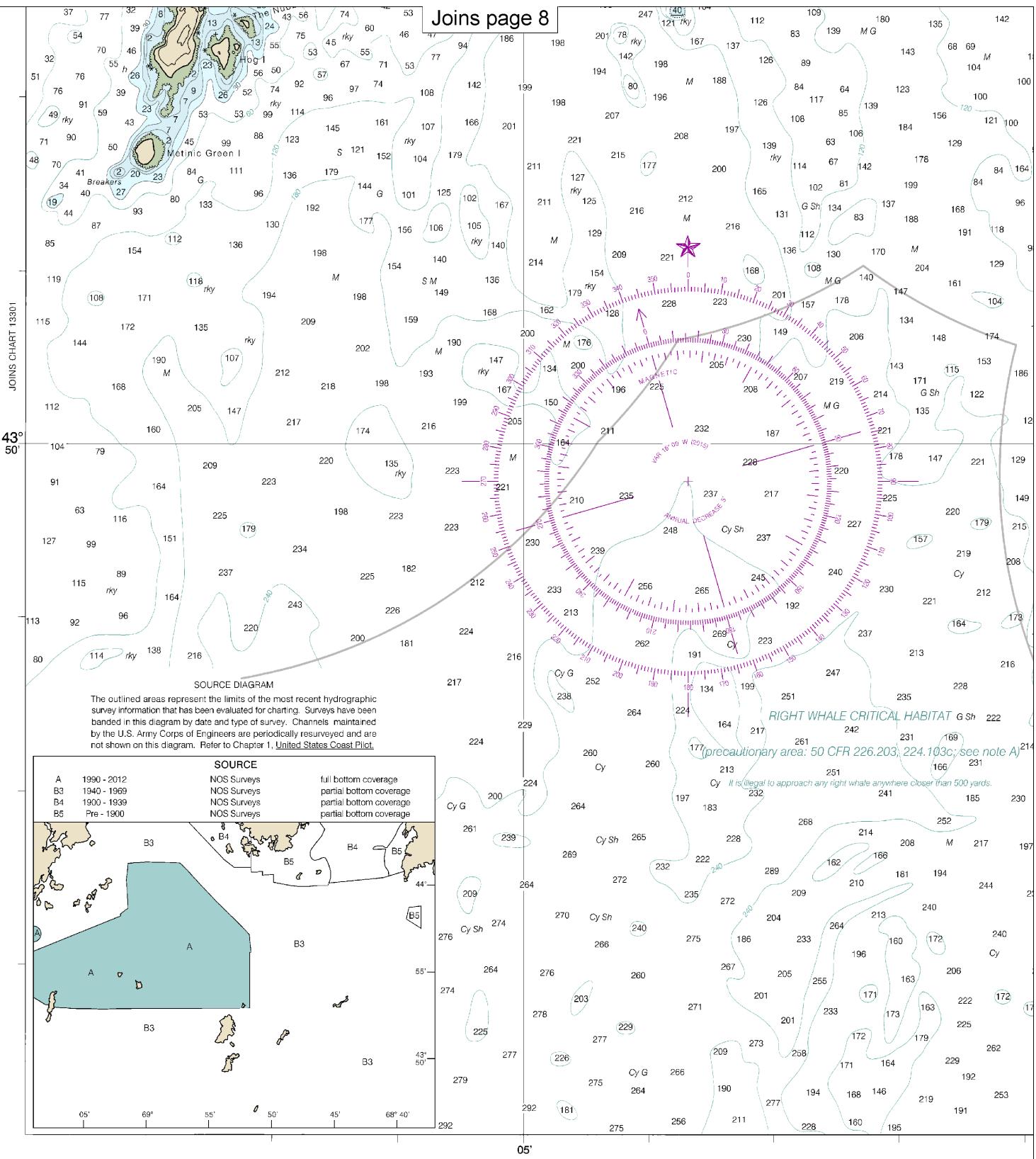
See Note on page 5.



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Joins page 8



14th Ed., Apr. 2015

13303

Last Correction: 5/17/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discuss, and comment about this chart at <http://www.nauticalcharts.noaa.gov>.

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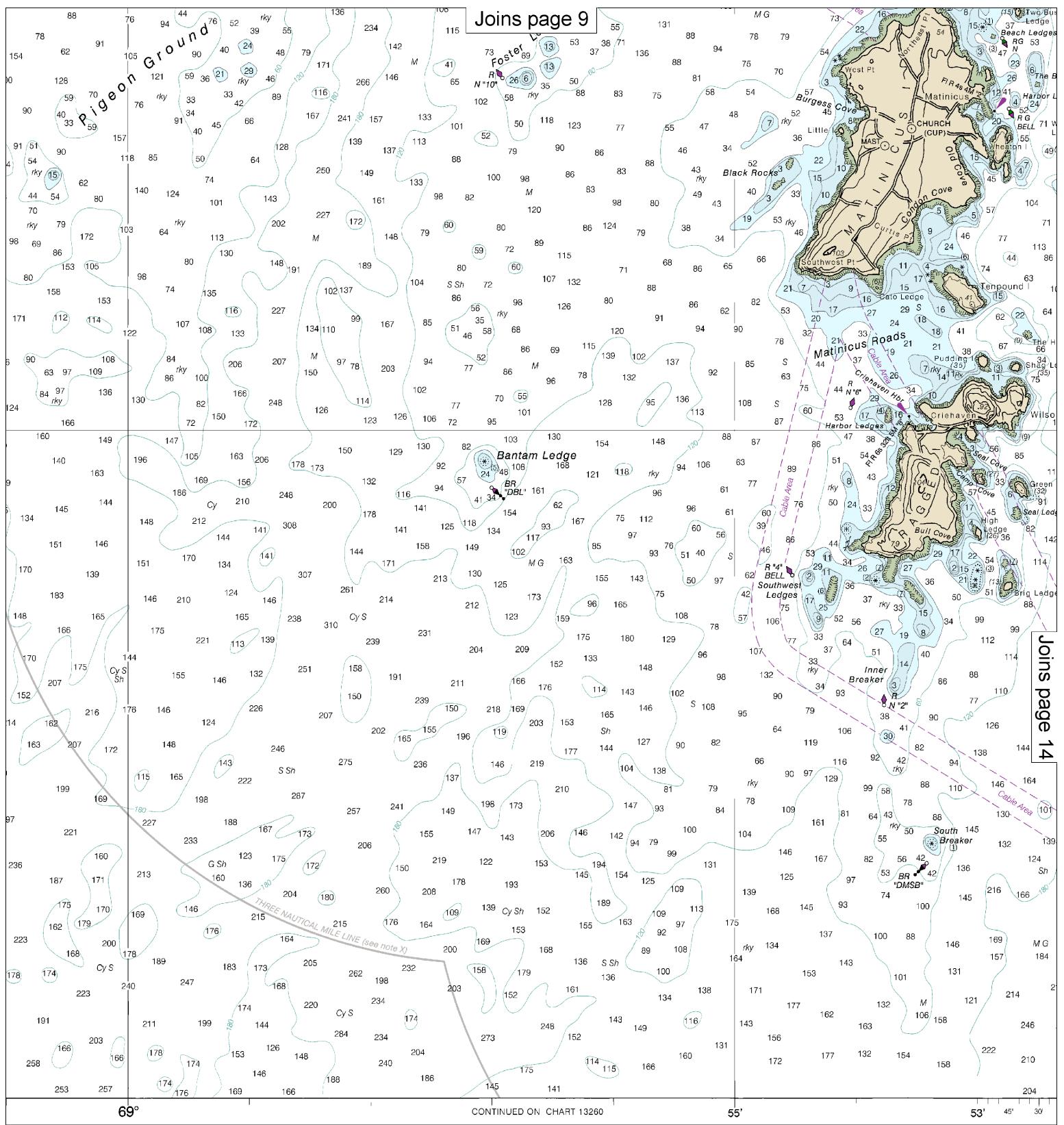
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

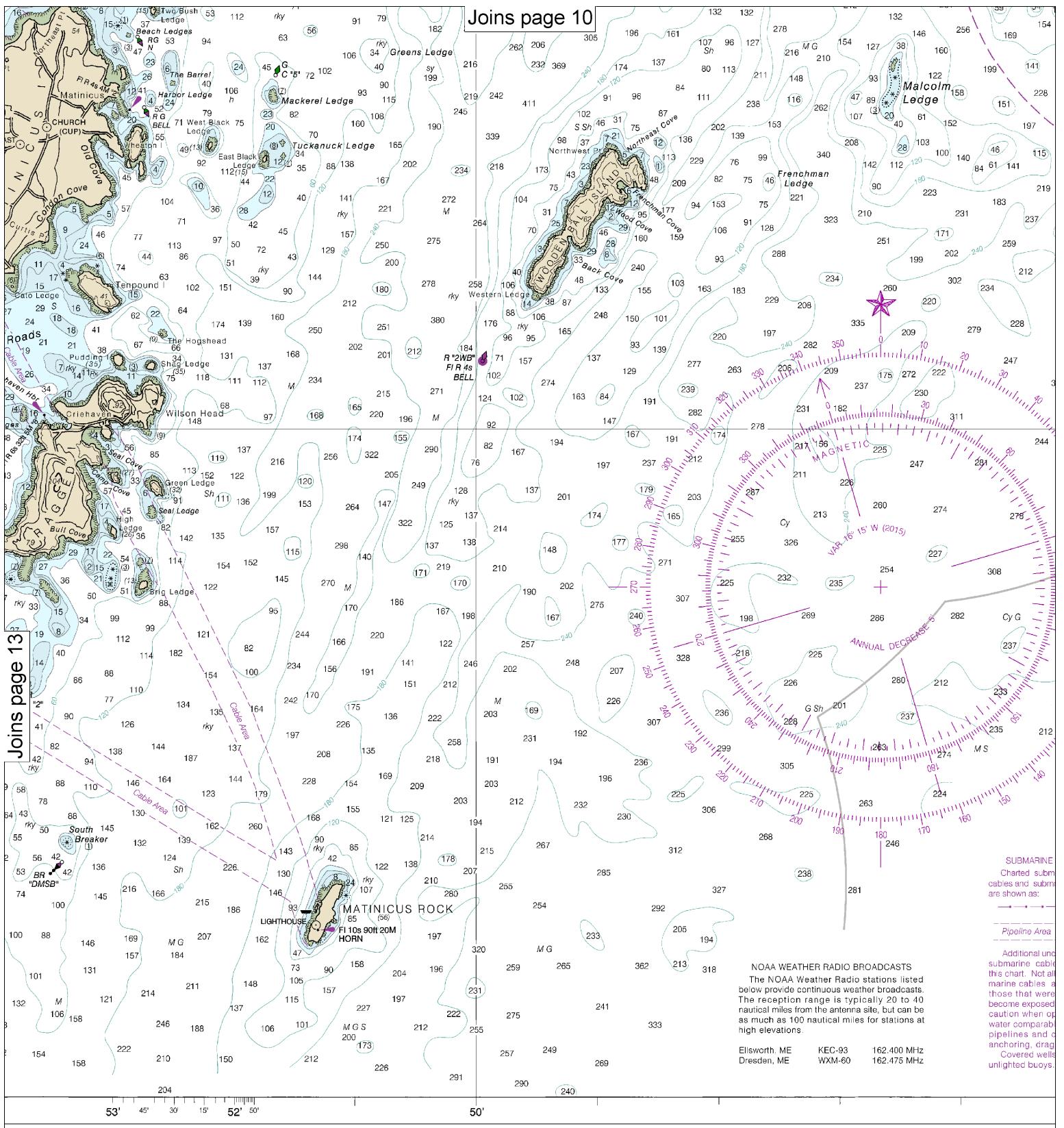
See Note on page 5.

Joins page 9



Screpancies or comments
pw/staff/contact.htm.

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NATIONAL OCEAN SERVICE
COAST SURVEY



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NOTE B
RECOMMENDED VESSEL ROUTE
Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1 Chapter 7.

SOUNDINGS IN FEET

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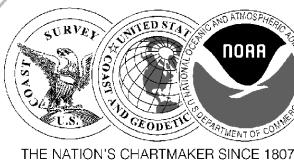
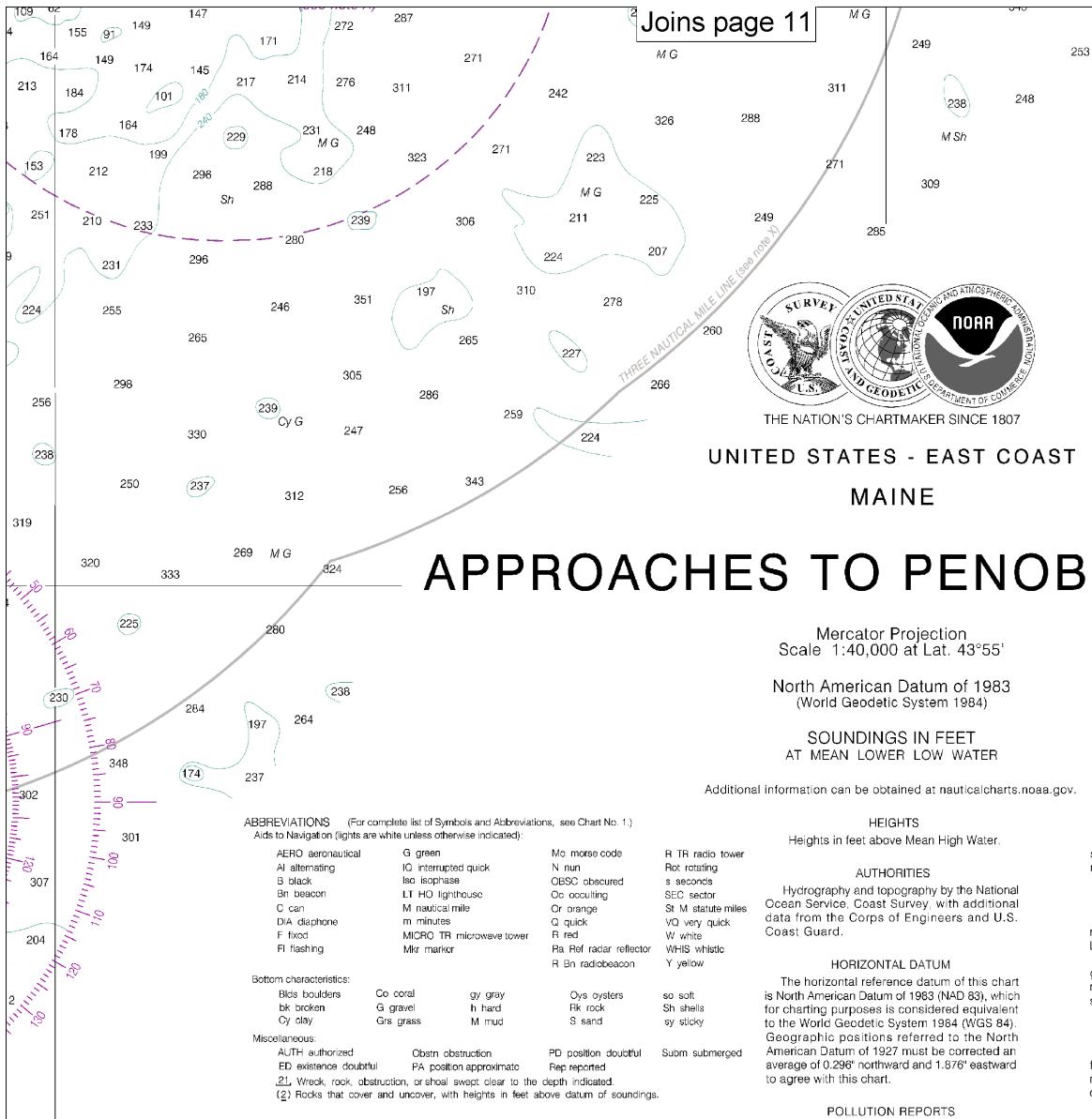
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





APPROACHES TO PENOBCOT BAY

Mercator Projection
Scale 1:40,000 at Lat. 43°55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IO interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	vQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistling
		R Br radibeacon	Y yellow
Bottom characteristics:			
Blck boulders	Co coral	gy gray	so soft
bk broken	G gravel	h hard	Sh shells
Cy clay	Grs grass	M mud	sy sticky
Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Sum submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal sweet clear to the depth indicated			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

CAUTION
E PIPELINES AND CABLES
marine pipelines and submarine
marine pipeline and cable areas

— Cable Area

Uncharted submarine pipelines and
cables may exist within the area of
all submarine pipelines and sub-
marine cables are required to be buried, and
re- originally buried may have
been. Mariners should use extreme
caution operating vessels in depths of
able to their draft in areas where
cables may exist, and when
towing, or trawling.
Cables may be marked by lighted or
buoys.

45°

68° 40'

814.8 X 1070.9 mm

PLACE		Height referred to datum of soundings (NLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Matinicus Harbor	(43°52'N/68°53'W)	9.8	9.3	0.3
Hoad Harbor	(44°01'N/68°37'W)	9.9	8.4	0.3
Vinalhaven	(44°03'N/68°50'W)	10.1	9.7	0.3
Dyer Point	(44°02'N/68°07'W)	10.4	10.0	0.4

Dashes (---) located in datum columns indicate unavaliable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Mar 2015)

Approaches to Penobscot Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13303

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.